

## BOSTON BROKERS ARRESTED

**SEDERQUIST, BARRY, CURTIS AND ROLLINS HELD.**

All Are Charged With Larceny in Connection With the Failure of Sederquist, Barry & Co. Last May—All Are Held Under \$20,000 Bail Each for Trial.

BOSTON, Oct. 6.—The criminal case involving members of the failed brokerage firm of Sederquist, Barry & Co. and other brokers in the financial district had important developments early this afternoon, when Harry F. Curtis and Charles H. Rollins were arrested and held in bonds of \$20,000 on the charge of larceny.

Curtis was formerly a member of the brokerage firm of Curtis & Sederquist, the predecessors of Sederquist, Barry & Co. He is 40 years old and lives in a splendid home in Brookline. Curtis since his entrance into the brokerage business seven or eight years ago has established ambitious social connections. He is reputed to be wealthy.

Charles H. Rollins was until recently a member of the firm of Freeman, Rollins & Co., a New York Stock Exchange firm. This concern failed a few weeks ago as the result of publicity which connected it with the smash of Sederquist, Barry & Co.

Mr. Rollins lives at 497 Commonwealth avenue and was a member of the First Corps Cadets. He was also until very recently a member of Gov. Draper's staff, a position which he resigned when his firm got into financial difficulties.

Curtis and Rollins were both indicted secretly in the same indictment, which included Arthur B. Sederquist and John E. Barry, two of the three members constituting the firm of Sederquist, Barry & Co. Rollins called at headquarters and gave himself up, saying that he had been informed that a warrant was out for his arrest.

Curtis surrendered to the police shortly before 2 o'clock. He was accompanied by counsel and when arraigned declined to plead to the indictment.

The arrest of Curtis and Rollins makes four prominent brokers to be arraigned within the last forty-eight hours as a result of the failure of Sederquist, Barry & Co. on May 26. Sederquist and Barry were arrested Monday morning and were released on bail in the sum of \$2,000 each, but not before the latter had spent a night in jail.

The charge of larceny upon which the four brokers were arrested is contained in an indictment of 120 counts in which it is alleged that they stole \$116,530 from Aaron Binford, Alexandria Green and others on May 1 last, which was about three weeks prior to the Sederquist, Barry & Co. failure. The failure was for more than \$600,000, and there were more than 1,300 creditors scattered all over New England, among them being many women.

Harry F. Curtis retired from the firm of Curtis & Sederquist two years ago, in February and purchased a seat on the floor of the New York Stock Exchange which cost \$100,000.

His new venture was started under the name of Curtis, Freeman & Co., but this concern had no sooner begun business than it was dissolved as a result, it has been said, of certain orders issued by the governing board of the exchange.

Then it was announced that a new firm under the name of Freeman, Rollins & Co. had purchased a seat on the New York Stock Exchange.

Not long after the failure of Sederquist, Barry & Co. a committee composed of the creditors of the latter concern issued a statement in which it was asserted that Sederquist, Barry & Co. owed Freeman, Rollins & Co. \$100,000, and this latter firm owed Curtis practically the same amount.

The committee was of the opinion that Curtis was the power behind the throne in the affairs of both Sederquist, Barry & Co. and Freeman, Rollins & Co. and that this double-barreled loan deal was of a decidedly suspicious character.

This communication caused the failure of Freeman, Rollins & Co.

**NAVAL GUESTS DISAPPOINTED.**  
Mr. Belmont and Others Send Personal Letters of Explanation.

Owing to an unfortunate misunderstanding more than fifty naval officers from the warships were unable to reach Belmont Park yesterday afternoon, where they had been invited to see the horse race. The Westchester Racing Association made arrangements for private cars to be attached to the regular race-track special with which the 1 o'clock boat from East Thirty-fourth street connects, but through a mistake the officers were misinformed as to the time.

## BIG TASK AHEAD IN MOROCCO

**Mulai Hafid Helping the Riffs Against Spain—British Pessimism.**

MADRID, Oct. 6.—Some newspapers and publicists declare their belief that the situation in Morocco is improving in gravity, and however much the Government may wish and try to limit its operations against the Riffs circumstances will compel it to widen the field.

These pessimists are convinced that the Sultan has already aided the northern tribes and is only awaiting the opportunity to take more open action. The *Heraldo* urges that immediate preparations be made for grave eventualities.

LONDON, Oct. 7.—The San Sebastian correspondent of the *Telegraph* claims to have positive knowledge that the Spanish Government was drawn into the operations against the Rif tribesmen in consequence of incorrect information from Gen. Marina, who, deceived by native spies, believed that a campaign could be easily settled by three battalions and that the strategic positions desired could be occupied without firing a shot.

It was not until after the battles that took place in July that the mistake was understood. The optimists have been again misled by the easy capture last week of Zeluan and Nador, which was actually due to the strategy of the Moors, whose object it was to lure the soldiers into the mountains. The correspondent believes that Zeluan will be destroyed and abandoned and that the operations will be reduced to constructing an entrenched camp in the neighborhood of Mellila.

The Government is anxious to end the war. It will do its utmost to avoid a war with the Sultan, which will only happen if Mulai Hafid declares it. The Riflans are being constantly reinforced. More than 15,000 Moors arrived last week, including numerous horsemen from Fez and Taza. They are also receiving large supplies of new rifles and ammunition.

## AVIATORS IN ST. LOUIS

**Curtis Arrives With His Machine—Knabenshue Makes an Ascent.**

ST. LOUIS, Oct. 6.—Glenn H. Curtiss arrived in St. Louis early this morning accompanied by his wife and the aeroplane used in New York. His new machine was ready to get on the grounds when he arrived. The one he brought with him was unpecked and the work of assembling was begun late in the afternoon. He will probably make a trial to-morrow, wind permitting.

Roy Knabenshue made two ascensions in his dirigible to-day.

George Oamont, the French operator of the Curzon-Farman biplane, made four five minute runs along the ground to test the field. He did not leave the ground. Both he and Curtiss and Baldwin's Lincoln Beachey's and Knabenshue's dirigibles will make ascensions to-morrow.

## AVIATORS IN AUTO SMASHED

**Zeus Badly Injured and Tissandier Bruised When Axle Broke.**

Special Cable Despatch to THE SUN.  
PARIS, France, Oct. 6.—An automobile containing three passengers, of whom two were the noted aviators Tissandier and Zeus, was running at a high rate of speed through this place to-day, when an axle broke.

The car skidded for fifty yards and then was hurled into a field.

Zeus was very seriously injured. The other two passengers were bruised.

## MURDER IN LIBERTY, N. Y.

**Mrs. Amy Benton Found Dead and Her Husband Held on Suspicion.**

LIBERTY, N. Y., Oct. 6.—Mrs. Amy Benton was found murdered at noon to-day by her son Horace, who had just returned from school. Her husband, Richard Benton, proprietor of a large lively stable here, is in jail awaiting the action of the coroner's jury which meets Friday.

Mrs. Benton was 51 years of age and leaves, besides her husband and son, a daughter, Miss Charlotte Benton, who is at present in New York studying art.

## DIED SOME YEARS AGO.

**Human Skeleton Found in Lower Middle Post Terrestrial Stratum in France.**

Special Cable Despatch to THE SUN.  
PARIS, Oct. 6.—A fossil human skeleton has been discovered at Ferrassie, Department of Dordogne, in the stratum of the lower middle post tertiary period, which dates back at least 20,000 years.

## METZ POPS IN ON THE 100

**HEARS HIMSELF ATTACKED AND MAKES REPLY.**

"This is a Good Old Town," His Answer to Mr. Stimson's Charges Regarding Subways and School Sites—Audience Pleads for More, but He Vanishes.

The committee of 100 had a mass meeting last night at their "Citizens' Exhibit," 29 Union square. The speakers were Henry L. Stimson, Frank Moss, Michael A. Fitzgerald and Comptroller Metz.

Mr. Stimson was making fine progress and had just put the delay in running ten car subway trains up to the Board of Estimate, saying that it had refused to appropriate the million and a half necessary to lengthen the subway platforms and give better service, when a man seated near the platform arose and, shaking a finger at the speaker, began: "I hope you want to tell the truth, but you have just made a misstatement. That matter of the subway platforms was referred to me and I'm the one who is holding it up—I'm Comptroller Metz. There's no use voting the money until they are ready to build the platforms."

Mr. Stimson rallied and fired a question at the Comptroller: "Do you know why they are being held up?"

"Certainly I do. Mr. Shonts told me they wouldn't be ready to go ahead with the construction before fall," answered Mr. Metz hotly.

"Do you know they have the cars?" insisted Mr. Stimson.

"But I've already told you that the company would not be ready to do any construction until fall, and do you suppose that I was going to put out a million dollars of the city's money for a year waiting for them?"

"How long have you held office?" asked Mr. Stimson sweetly.

"Three years and nine months, thank God," answered Metz.

"And how long has the subway been in the condition it is now in?"

"That isn't the question, the request from the commission didn't reach me until this spring."

"And you didn't feel it necessary to do anything until you had received the request?"

Mr. Metz advanced toward the platform and shook his fist.

"There has not been a request for a dollar received by the Board of Estimate from the Public Service Commission or from any other commission until this spring," he said. "Let's get the facts right. This is a good old city, but you people want to get your facts right. I just happened to drop in, but I know what I'm talking about and you fellows don't. Why should I put aside a million where I can't use it for a year? We need it for schools."

"Have you your school sites?" asked Mr. Stimson.

"Yes, and you know it!" shouted the Comptroller.

## REID BREAKS ALL RECORDS.

**New Torpedo Boat Destroyer Makes 34.548 Knots.**

ROCKLAND, Me., Oct. 6.—The torpedo boat destroyer Reid not only established a new speed record for the United States Navy this forenoon, but had the additional distinction of completing the fastest standardization trial on record.

Her fastest mile was at the rate of 34.548 knots an hour, and she made twenty-two runs over the measured mile course in a little less than three hours.

The mean of her five top speed runs was at the rate of 33.75 knots an hour. The previous record for the United States was held by the destroyer Flusser, also built by the Bath Iron Works. Her fastest mile was at the rate of 33.7 knots, and the mean of her five top speed runs was 32.7.

The Flusser and Reid are sister ships and were required to make 28 knots an hour to meet contract speed. Under conditions that were little short of perfect the Reid went onto the course at 6:10 A. M. It was the intention to make twenty runs but a mishap to the counters compelled two extra runs. The machinery performed splendidly. The amount of shaft horse-power developed was rising 15,000 or about 1,000 in excess of the Flusser. The standardization was followed by a steering test.

The Reid is the third ship of this type to have her builders' acceptance trial. The Smith on the Delaware course attained only a 32 knot speed on standardization. The craft will probably go into commission on October 28. She was built at a cost of \$2,400,000. Her principal dimensions are length over all, 293 feet 9 1/2 inches; trial draft, 8 1/2 feet; trial displacement, 700 tons. She is propelled by a three shaft Parsons turbine. She carries four officers and eighty-five men.

## SEEKS PERFECT OFFSPRING.

**California Physician Proposes to Amalgamate the Races.**

LONG BEACH, Cal., Oct. 6.—To experiment with amalgamation for the production of a perfect race Dr. M. A. Schulz of this city has assembled orphan babies of various nationalities and color to rear. He has American children and little Mexicans, Portuguese, Japanese and Indians, and hopes to obtain healthy Australians and Fiji Islanders. These he will train mentally, morally and physically, and then try his theory of intermarriage.

## YACHT WINCHESTER LEAKS.

**New Vessel Damaged by a Storm on Her Way Here—Towed to Queenstown.**

Special Cable Despatch to THE SUN.  
QUEENSTOWN, Oct. 6.—The steam yacht Winchester of the New York Yacht Club, which sprung a leak during a gale, was towed in here to-day by the steamer Baron Minto.

Her forward compartment is full of water.

The Winchester is owned by Peter W. Rouse. She was built this summer by Yarrow & Co., and started to cross the Atlantic for this port about a week ago. Mr. Rouse intended to use her as a ferry boat to run between his summer home on the Sound and this city.

She is a steel vessel, 165 feet long and 16 feet beam and is fitted with three Parsons turbines and burns oil for fuel. She is the first yacht that has been fitted with the combination of turbines and oil fuel, and the experiment was being watched carefully by marine engineers.

On her trial she exceeded by one-quarter knot her contract speed and made 26.25 nautical miles for 31 statute miles, an hour. Her plans were drawn by Cox & King of London, and the order was placed with them through Cox & Stevens of this city.

The Winchester was expected here this week and then she was to have had trials to show her owner and his friends what she could do. Mr. Rouse formerly owned another yacht named Winchester, which is now the property of Alfred G. Vanderbilt.

## HEAVY CUSTOMS RECEIPTS.

**Collections Yesterday Were \$1,512,039, Including \$1,041,997 at This Port.**

WASHINGTON, Oct. 6.—The customs collections reported to the Treasury Department to-day aggregated \$1,512,039, against \$1,029,497 for the same day last year. The situation is encouraging. The collections by customs ports were as follows:

New York, \$1,041,997; Boston, \$38,242; Philadelphia, \$199,754; Baltimore, \$15,258; Chicago, \$36,296; St. Louis, \$10,745; San Francisco, \$16,358; all others, \$105,557.

## RACING BALLOONS SAIL FAR

**START IN ST. LOUIS AND LAND IN FOUR STATES.**

Two balloons yet to be heard from—the Indiana Dips in Minnesota and Its Pilot is Injured—The New York Up for 48 Hours—The Other Records.

ST. LOUIS, Oct. 6.—The first annual balloon race of the Aero Club of St. Louis, which started on Monday at 4:45 P. M., has developed into one of the most unusual contests of the kind ever conducted.

Five balloons have landed in such widely separated States as Minnesota, Alabama, Missouri and Arkansas. Two contestants are not yet reported down.

The number of contestants was increased by one since the start through official notification from the Aero Club of America that a pilot's license had been issued to H. H. McGill, the sick man who started as pilot of the Indiana, a non-contestant.

A balloon, thought to be the Centennial, was last reported at 11 A. M. south of Birmingham, Ala., travelling southwest. If the supposed direction was continued the Centennial may now be in Florida.

The leader in distance landed in the St. Louis No. 3, Von Phul and O'Reilly, with 546 miles to their credit. The Indiana, McGill and Shauer, now holds second place with 525 miles. The Cleveland, Ward and Morgan, stands third with 452 miles. St. Louis No. 3 landed at Wabkon, Minn., on the shore of a body of water known as Mills Lac at 9:30 A. M. Wednesday. The Cleveland landed at Alexander City, Ala., at 8:30 A. M. Wednesday. Alexander City is southeast of Birmingham.

By remaining aloft 48 hours and 45 minutes the balloon New York, Harmon and Post, leads in endurance by more than eight hours all the balloons down. It landed at 6 P. M. to-day at Edena, Mo., 148 miles from St. Louis. The highest altitude attained is, according to despatches, 2,400 feet, and the aeronauts sailed over Oklahoma and Arkansas.

Von Phul, pilot of the St. Louis No. 3, has exceeded the Lahm cup record, but it cannot be definitely learned here to-night that he entered for the cup before starting.

J. H. Shauer, aid to H. H. McGill, suffered a dislocated shoulder when the Indiana landed at Albany, Stearns county, Minn., at 10 A. M. Wednesday. McGill telegraphed to St. Louis that he had landed with twelve sacks of ballast aboard, on account of his own sickness and because the country beyond was like a jungle.

The Pomory, Arnold and Taylor, landed at Knobel, Ark., at 5 P. M. Tuesday. The aeronauts returned to St. Louis to-night.

It is expected the balloons stand as follows: New York, 48 hours 45 minutes; St. Louis No. 3, 40 hours 40 minutes; Indiana, 40 hours 35 minutes; Cleveland, 39 hours 45 minutes; Pomory, 21 hours 55 minutes; University City, 21 hours 55 minutes.

## MIX GETS THE BALLOON CUP.

**American Competitor in Zurich Race Travelled Fastest and Furthest.**

Special Cable Despatch to THE SUN.  
ZURICH, Oct. 6.—The American balloon America II., of which Edgar W. Mix of Columbus, Ohio, was the pilot, has won the international cup race. The balloon, which was the only American representative among the seventeen which started from this place last Sunday night, landed at Gutown, northeast of Warsaw, Russian Poland, yesterday morning.

Mix's nearest competitor was Alfred Le Blanc, the French pilot, who landed at a town in Hungary, on Monday afternoon. Beauchair, one of the Swiss contestants, landed Tuesday afternoon in Silesia; Messner, the other Swiss pilot, came down the same day in another part of Silesia; the Belgian, Geerts, landed Monday morning in Bohemia, and Meckel of Germany came down Monday afternoon in Hungary.

The other balloons landed at various other points during the first twenty-four hours. Seven nations were represented by the seventeen starters.

The victory of Edward W. Mix brings two important cups for aerial competition to America. The next races for them will take place in this country next year. Glenn Curtiss brought the international aviation cup over here by his victory at Reims, and the cup Mix won on Tuesday brings the biggest balloon trophy to America. Although Mix belongs to both the Aero Club of France and that of America, he started in the Zurich race as a member of the American club.

## BARRIE TO SUE FOR DIVORCE.

**Novelist and Playwright Was Married to Miss Mary Ansell in 1904.**

Special Cable Despatch to THE SUN.  
LONDON, Oct. 6.—J. M. Barrie, the novelist and playwright will petition for a divorce at the coming session of the Divorce Division of the High Court of Justice.

His wife was Miss Mary Ansell, an actress, who had appeared in some of his plays. He became engaged to her at the close of a long illness from which he suffered in 1894 and they were married in the same year.

J. M. Barrie and Miss Mary Ansell were married in 1894. She was the original Nancy O'Brien in Mr. Barrie's play "Walker, London," but she has not been on the stage since her appearance in that play. She was regarded as a great beauty in London and this belief was found to be well grounded when the author and his wife visited this country in 1896.

Mr. Barrie is very fond of boys and girls, as witnessed by his "Peter Pan," and he made playmates of the little stage folk who appeared in his play in London. Mr. and Mrs. Barrie have no children. They were regarded as a very affectionate couple, both equally devoted to the great shaggy Newfoundland dog which was the "third member of the family" at their house on Leicester road, London, and which was said to be the prototype of Nana in "Peter Pan."

## TWO JEWEL ROBBERIES.

**Mrs. Jerome Adler and the Rev. H. P. Mendes Report Losses of Valuables.**

Two robberies in which burglars got away with much valuable jewelry have been reported to the police. Both of these robberies were reported on September 28.

Mrs. Jerome C. Adler, who lives at 29 East Seventy-ninth street, lost a lady's gold watch, a necklace of pearls, a diamond ring, a gold ring set with emeralds, a gold ring set with rubies and diamonds, a gold ring set with pearls and ten diamonds, a gold ring set with rubies, a pin set with eighteen diamonds and a bar pin set with emeralds. The value of all this jewelry was not stated.

The other sufferer is the Rev. Henry Pereira Mendes, who lives at 90 Central Park West. He reports the loss of two rings, one a diamond ring valued at \$400 and the other a pearl ring of the same value.

## AIR LINE TO THE POLE.

**Zeppelin Exploration Society Will Send Out Scouts in 1910.**

Special Cable Despatch to THE SUN.  
BERLIN, Oct. 6.—At a meeting to-day of the Zeppelin Polar Expedition Society, over which Prince Henry presided, it was decided to send a preliminary expedition to examine the polar region in all directions.

The expedition will start in the summer of 1910 for Spitzbergen, from which point small parties will be sent out to report on what arrangements are necessary with a view to exploration of that region by a specially constructed airship, which according to the present plans will be ready early in 1911.

Prince Henry made an ascension to-day in the Zeppelin III.

## HONOR TO A DEAD CLERK.

**Equitable Life Employees Stand Overboard on the Street as Funeral Goes By.**

The employees of the Equitable Life Assurance Society stopped work for a half hour yesterday afternoon to pay their respects to Julius Steeg, a clerk who was with the society for more than ten years and who died in Brooklyn. A large number of employees stood in front of the society's offices at 130 Broadway and at the Albany street office, hats in hand, to watch the funeral procession go by. It passed the Broadway office first and then went through Cedar to Albany street, where more than 100 employees stood on the walk until the last of the twelve coaches had passed.

The interment was in Palisades Cemetery. Weehawken.

## AFTER CHARLES A. TOWNE.

**Motion to Punish the Ex-Senator for Contempt to Come Up To-day.**

A motion directing ex-U. S. Senator Charles A. Towne to show cause why he should not be punished for contempt as a judgment debtor is on the calendar before Supreme Court Justice Biehoff for argument to-day. The judgment creditor is Jacob Brodie, a broker at 116 Nassau street.

## OPEN THE DARDANELLES.

**Turkey Said to Contemplate a Great Concession to Russia.**

## HEARST NAMED FOR MAYOR

**Cooper Union Audience For Him With 16 Minutes of Great Uproar.**

Meeting Did Nothing Else Than Nominate Him and Name Committee to Fix It Up.

William R. Hearst was nominated for Mayor last evening at Cooper Union at one of the most uproarious meetings of the great hall of Cooper Union has known for a long time.

The meeting was organized by the Independence League, but it was a meeting of independents. It took the form of an uprising of the people. Because the meeting had not the force of a party convention the nomination of course as yet has no legal standing.

The meeting took measures to give legal effect to its wishes and adopted resolutions appointing a committee to take all necessary measures to put in formal nomination a complete city ticket.

The big hall was filled with folks who had come there to make a noise, and all their noise was for Hearst. They were for Hearst first, last and all the time. They yelled Hearst at every opportunity. They did not interrupt the speakers during the first hour and a half, but at every opportunity which the speakers offered them to cheer for Hearst they did so with all the vehemence that a Cooper Union audience can command.

The audience apparently fully expected that Mr. Hearst would be placed in nomination much earlier than he was, and when William M. Ivins was introduced one enthusiastic man on the platform arose, and waving a small American flag, shouted:

"Hurrah for Ivins! He will nominate Hearst!"

But Mr. Ivins did not nominate Mr. Hearst. He did all he could to evoke a still greater enthusiasm on the part of the audience in behalf of Mr. Hearst.

BIG HURRAH WHEN NOMINATED.

It was nearly 10 o'clock when Sylvester L. Maloney, at the end of a most ardent speech, declared it his great pleasure to nominate William R. Hearst for Mayor of New York. This was what the crowd had been waiting for and they let loose all the energy that they possessed in cheers, cries of Mr. Hearst's name, the waving of flags, yells and stamping of feet.

Then everybody got up and the big hall was one mass of waving flags, nearly everybody in the house having been supplied with a small flag at the end of a yardstick. "At first they waved the flags, then they thrashed them through the air, then they began with a common rhythm to hoist the flags up and down while they stamped their feet and called as though to the beat of a bass drum, 'Hearst! Hearst! Hearst! Hearst!'"

The enthusiasm was as great as at any political convention of equal numbers for any candidate who had caught the popular fancy by some happy phrase. It lasted for sixteen minutes. At one time it was almost a pandemonium. The chairman's gavel might as well have been a toy cracker or a popgun.

The band with its utmost efforts was unheard and unheeded until it struck up "The Star Spangled Banner." This seemed to sober the crowd for a moment, and even those who had sat down across again and joined in singing the national air.

When the chorus was finished the uproar began again. The band started the music of "We Won't Go Home Till Morning." When the audience ceased singing their energy for the time being was spent and the Rev. Dr. J. R. Bush, who had been standing at the desk for more than five minutes trying to get a chance to speak, had an opportunity to address the audience.

Dr. Bush said that Mr. Hearst was the only logical candidate, and he declared: "It is his imperative duty to come to the leadership in this great campaign. His is the position of Wendell Phillips. His enemies have said that he sought the office. It is—shall I say it?—Voices from the audience: 'Yes, yes.' Dr. Bush: 'Well, it is a lie. [Great applause.] Mr. Hearst does not want the office. If he is the office hunting rascal that Tammany Hall has represented him to be he is the biggest fool on earth. He is not an office seeker; he doesn't want the office, but it is his duty to take the leadership.'"

There was more applause at the end of Dr. Bush's address, but it lacked the spirit of energy of the first demonstration. While the evening was one of great enthusiasm, all of it for Mr. Hearst, it was not to pass without the usual interruptions of a Cooper Union meeting. These came during the speech of William A. Coakley, who said that he was not a politician, but a human being. Mr. Coakley in this